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matter upon the general industry of the country. All are agreed that there must be no additional burden to production cost in our industry, and it is too early to say that the tariff will not have an effect. Foreign countries hardly realize as yet that we have become practically a free trade nation. When they realize this fact, there may be a fostering of industries in those nations which will bring them into more vigorous competition with us. But thus far there has been little disturbance in the balance of trade.

"Despite all statements to the contrary, the packers never have and never will control the cattle market. At present less than forty per cent of the beef killed in the United States is killed by the great packing houses. The highly centralized markets such as Chicago and Kansas City, however, are responsible for the great price fluctuations in the market and they will continue to be responsible as long as this centralization continues. It is only on the Pacific coast, where up to this time the growers have not permitted great stockyards plants to exist, that the marketing of livestock is done on a sane basis. There the packers must come to our feeding pens to make their purchases. We do not have to ship to the stockyards and take chances."

**EXPECTS HIGH LEVEL OF CATTLE PRICES THIS SPRING**

"The cattle grower has no complaint to make because of existing cattle prices. They are higher than ever before, and in my opinion the high level will be reached during the coming spring. There are many reasons for this; one of them being the high price of corn due to the short crop. The steer designed to become fat has no worry at all about the price of corn. It requires so many pounds to put him in condition, and that number of pounds he will have no matter what the cost. But his demands this spring, with corn where it is, will make I believe a very high cattle market."

"After that?"—Well I suppose we are all agreed that the day of meat is gone forever. At that meat prices have not increased in proportion to the advance in other food necessities. When we consider the expense of production now, with the past years the matter is plain. Ten years ago the cowboy drew twenty-five dollars a month and was glad to get it. Now we are lucky to get his services at forty to fifty dollars a month. Land we could pick up for almost a song we must now buy at ten and fifteen and even twenty dollars an acre, and it is not easy to find it at that. We have seen these changes right here in New Mexico, where more remains of the old range conditions than almost anywhere in the country.

"When we realize the shortage in the livestock output of this country during the past ten years meat prices are fully explained. During the decade we have had a shortage of ten million cattle, eleven million sheep and two million hogs. In that same period the number of people we must feed has increased twenty millions. And at that we are still a meat exporting nation. But the condition is one which means that there can be no great or permanent reduction in

meat prices. Here in New Mexico, with existing market conditions, we should have a most prosperous year, provided range conditions remain as satisfactory as they are at present. The industry should flourish and I have no doubt it will."

**EXPLODING HUMANS SAME AS KILLING INSECTS, SAYS YOUTH**

Young Boy Testifies to Taking Part in 16 Bomb Outrages and Lays Bare Shocking Career of Crime.

**GOT \$50 TO \$100 FOR EACH BOMB**

**[By Leased Wire to Evening Herald.]** New York, Jan. 27.—Alfred Lehman, a youth in his teens, today testified to having participated in sixteen bomb outrages, revealed knowledge of eighty; cleared up the mystery of two murders and furnished information concerning a number of lesser crimes, including arson and burglary.

Lehman was a witness in a trial of Angelo Sylvester, accused of a bomb outrage. Lehman told of the burning of two Brooklyn houses for the insurance and many other lesser crimes. He said the bomb outrages usually brought the men doing the work \$50.

One robbery in which a Chinaman was murdered, he said, netted him \$2, while the two men with him who, he said, killed the Chinaman got the same amount. The lad's testimony corroborated in detail a confession he made to the police last fall. Lehman said he had personally planted sixteen or eighteen bombs, causing much damage.

"The gang I worked for," he said, "were Black Handers. The boss would write letters demanding money under threats of death, to well-to-do Italians. When they did not 'come across' I was sent with a bomb. They usually paid up after the explosion of the bomb. If they didn't we'd went after them again."

Roce Puello, another member of the gang, also confessed. He said he participated in the setting of thirty-five bombs in different parts of the city.

— Senator Kenyon, who introduced the resolution that brought out the report has a bill pending to have the interstate commerce commission control issues of railroad securities.

"The Frisco report certainly shows the necessity for action by congress," said he today, "and I believe it will result."

The National Tube company, one of the subsidiaries of the United States Steel corporation, the decision says, had forced the line carriers to concede divisions to it out of their rates, which during 1911 are shown to have been \$425,000. This exceeds the entire operating expenses of the plant railway for that year.

A long list of industrial companies, among them the Republic, Pittsburgh, Bethlehem and Cambria Steel companies, the Youngstown Sheet and Tube company, and the Wheeling Steel and Iron are named as having received such preferences and discriminations.

The commission found that during the fiscal year 1912 the Pennsylvania railroad had paid \$1,019,510; the New York Central, \$680,657, and the Baltimore and Ohio, \$530,317 in allowances to industrial railways. Five industrial lines received more than \$1,000,000 in per item claims.

The commission found that "in many cases the cash revenues received by these plant railways out of the rates of the line carriers are sufficient to lift from the industries the entire cost of their operation." It says that in many instances the plant railway also is able "to declare large dividends or to stock held by the industry."

The Baltimore and Sparrows Point Railroad company, the plant railroad of the Maryland steel company, paid annual dividends on such stock during the last eleven years that "aggregated more than 423 per cent and had ranged from 20 to 55 per cent a year."

The commission says it regards \$12,000,000 as a conservative estimate of the amount the railroads lose annually in money and services.

**EAT CABBAGE, FISH, SAUSAGE, NEW BREAD**

No Indigestion, Gas, Sourness or Upset Stomach if you take "Pape's Diapepsin"—Try This!

Do some foods you eat hit back—taste sour, but work badly; turn into stubborn lumps and cause a sick, sour, gassy stomach? Now Mr. & Mrs. Pape's, let this down. Pape's Diapepsin digests everything you eat—nothing is sour and upsetting. There never was anything so safely quick, so certainly effective. No difference how badly your stomach is disordered you will get happy relief in five minutes, but what pleases you most is that it strengthens and regulates your stomach so you can eat your favorite foods with ease.

Most remedies give you relief sometimes—they are slow, but not sure. "Pape's Diapepsin" is quick, positive and puts your stomach in a healthy condition so the misery won't come back.

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**SYSTEM, NOT FLAGMAN CAUSED DISASTROUS NEW HAVEN WRECK**

**[By Leased Wire to Evening Herald.]** New Haven, Conn., Jan. 27.—Charles H. Murray, flagman of the Far Harbor express, which was struck by the White Mountain express on the New Haven railroad of North Haven on September 2, pleaded guilty to manslaughter and was sentenced today to one year in the county jail. The sentence was suspended and Murray put in care of a probation officer. The wreck cost twenty-one lives. In pronouncing sentence the court said that Murray's negligence was very remote. The real cause was the system under which the flagman worked.

The fourth session of the coroner's jury has been called for 2 o'clock this afternoon in Justice of the Peace McCallen's court, when it is expected that John Morrison, the Santa Fe brakeman who found the body, will appear. No trace of Cole's baggage, if he had any, has been found.

We offer these bargains for \$10.00 down and \$2.50 per week. See our new windows.

**ONE MORE SESSION OF INQUEST ON COLE**

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**ANNUAL MILLIONS IN ALLOWANCES BY RAILROADS ILLEGAL**

Huge Sums Paid Industrial Trusts by Transportation Systems Held to Be Unlawful Rebates.

**[By Leased Wire to Evening Herald.]** Washington, Jan. 27.—Millions of dollars paid annually to great industrial plants—so-called trusts—by railroad systems in the form of "allowances" for special services, were held today by the Interstate Commerce Commission to be unlawful and unreasonable performance, in fact, unlawful rebates, operating to the disadvantage of smaller manufacturing concerns throughout the country.

Eliminating of demurrage or "indirect lines" owned by the manufacturing plants and claiming to be common carriers and the admission of such industrial lines in the benefit of the so-called per diem arrangements and other practices, were condemned as unlawful. The commission held that if they should be extended to all shippers.

Pointing out that the practices condemned dissipated the revenue of the great railroads to the extent of millions of dollars each year, the commission made a significant reference in its decision to the present movement among the eastern railroads for an increase in freight rates.

"Before they may fairly ask the general public to share further in carrying their burdens, it is manifest that the railroads must themselves properly conserve their sources of revenue by making every service performed contribute reasonably to their earnings."

**HELP'S ADMINISTRATION TO CONTROL BIG BUSINESS**

Washington, Jan. 27.—The administration's program for control of financial operations of railroads will be expedited by the Interstate Commerce Commission's sensational report on the Frisco system receivership, according to many senators today who pointed out that the report disclosed through its exposition of syndicate operations in which officials of the Frisco took part, conditions which legislation prohibiting interlocking directorates would prevent.

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